

PUB. 162
SAILING DIRECTIONS
(ENROUTE)



PHILIPPINE ISLANDS



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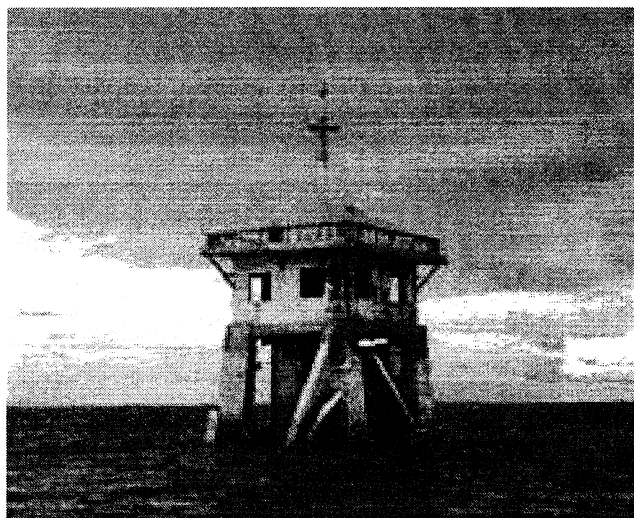


Bagacay Point Light

Panguian Point (10°20'N., 124°03'E.), the NE extremity of Mactan Island, is clear and steep-to. An obstruction in a depth of 10m lies 1.25 miles W of the point. There are several villages on the SE side of the island.

The SW part of the island has a large reef extending about 2.5 miles to the SW. Part of the reef dries at LW.

Lauis Ledge (10°14'N., 123°54'E.), the SW part of the reef, is marked by a small coral islet. A light is shown from a prominent metal framework tower, with a concrete dwelling, located about 0.2 mile SW of Lauis Ledge.



Lauis Ledge Light

Courtesy of US Navy

Care must be taken not to mistake this light for Mactan Airport Beacon Light or Cebu Customs Beacon Light. This error has caused the grounding of several vessels.

Lauis Ledge Light, at the S entrance, is reported returned to service. The temporary light is mounted on a steel pole on top of the ruins of the old structure has been removed.

Several buoys mark the S edge of the reef SW of Mactan Island. These buoys are reported missing (2011).

7.39 Hilutangan Channel (10°16'N., 124°00'E.), separating Mactan Island and Olango Island, is more than 1.75 miles wide, straight, deep, and free of obstructions.

Olango Island (10°16'N., 124°03'E.), 2.25 miles SE of Mactan Island, is about 12m high.

Mabini Point (10°17'N., 124°04'E.), the NE extremity, is clear and steep-to. The village of Mabini stands near the point. The W and E side of the island are fringed by reefs.

On the S side, a wide reef, bare at LW, extends 4.5 miles SW and surrounds Sulpa Islet, Camungi Islet, Panganan Islet, Hilutangan Islet, Caohagan Islet, and Lassuan Islet.

On Olango Island, half the E shore, the N shore, and most of the W shore consists of overhanging bluffs of coral. Most of the S shore is coral, sand, and mangrove.

The villages of Santa Rosa and Poo are on the W side of the island.

Olango Channel, between Olango Island and the far W reef of Danajon Bank, is about 1.8 miles wide in its narrowest parts, and deep and clear in mid-channel.

Mandaue (10°20'N., 123°56'E.), a town on the NW side of the channel leading to Cebu Harbor, has a prominent tower standing 0.1 mile N of the N root of the Mandaue-Opon Bridge. The bridge is described under Cebu in paragraph 7.40. A pier, used only by small boats, fronts the town.

Cebu (10°18'N., 123°54'E.)

World Port Index No. 58960

7.40 Cebu City, the capital of Cebu Province, is the second largest city in the archipelago and is a port of entry.

Cebu Harbor, one of the finest in the Philippines, is formed by the strait between Cebu and Mactan Island and has safe anchorage with good holding ground. Entrance is generally made from the S end of the channel. A deep-water access channel has been recently dredged for the new International Port.

Winds—Weather

At Cebu City, N and NNE winds averaging 7 to 10 knots prevail from around November to May. During the remaining months, S and SW winds 6 to 12 knots are experienced.

Average maximum wind velocities at Cebu City are somewhat less than 12 knots in February, March, and April, about 12 knots in January, May, June, and December, and reach 18 knots in June, July, and August.

During a 27-year period, wind velocity has averaged more than 31 knots for 1 hour on seven occasions. A velocity of 44 knots was once recorded. The wind dies down after sunset at Cebu City.

Storm warning signals are displaced both day and night from the tower of the Custom House.

There is no pronounced maximum rain period in this area. Torrential rain of short duration occurs at times in spring and summer months. Visibility is generally good, fog is rare.

Temperature is moderately high; the average yearly maximum is about 33°C while the minimum is about 28°C.

Relative humidity is generally high; the yearly mean is about 76 per cent.

Tides—Currents

The currents in the channel set NE during the rising tide and SW during the falling tide with an average velocity of 1 knot, at times 2 knots may be experienced. The time of slack water coincides closely with those of HW and LW at Cebu.

At HW stand there is usually a period of about 2 hours of variable currents, from 0.25 to 0.5 knot, swinging through S, and at LW stands there is a similar period with the currents swinging through N. Maximum velocities are usually midway between HW and LW.

During flood, there is a strong eddy off Fort San Pedro. It is most violent at spring tides, but practically disappears during neaps. This reverse current is reported to start about 1 hour 30 minutes after the beginning of the flood and is felt in the area alongside the marginal wharves and piers inside a line drawn from the angle of the marginal wharf off Fort San Pedro across the end of Pier 1.

During the ebb, the eddy is felt through an arc of about 035° from the marginal wharf and SW of the point of the above-mentioned marginal wharf.

An additional eddy current, reverse in direction, is experienced at berths 1 and 2 immediately E of the jetty during the flood. The diurnal range of the tide in the vicinity of Fort San Pedro is about 1.5m.

Depths—Limitations

The area NE of Pier No. 3 has been reclaimed, providing a quay 1,980m in length with charted depths of 0.6 to 6.4m alongside.

However, it is understood that the approach from the SW is dredged to 10.5m with 9.5m alongside. This quay serves as an extension to the domestic port and Cebu International Port container terminal at its NE end.

Vessels engaged in foreign trade must use Cebu International Port, which can accommodate vessels up to 172.5m in length and a draft of 9.14m.

It was reported that the area up to 300m off the International Port Berths was dredged to a depth of 8.5m only. An obstruction, consisting of piles showing above water, is reported to lie close off the NE corner of the container terminal.

It was reported that the NE part of the berth, for a distance of about 690m, has been extended 50m into the harbor. The depth alongside this section is reported to be 9.5m.

Numerous mooring buoys and a buoy marking a dangerous wreck inhibit berthing and unberthing at this berth.

Marginal Wharf Berth No. 7, Pier No. 1, and Pier No. 2 are used for ocean-going vessels. Container and bulk cargoes can be handled. There is also container handling at Berth No. 7 and

Berth No. 8.

The least depths alongside are, as follows:

Berth	Length	Depth
Marginal Wharf		
Section A	816m	4.9-6.8m
Section B	262m	3.7-6.7m
Section C	494m	3.9-7.8m
Section D	1,265m	4.3-8.3m
Section E	690m	8.3m
Berth No. 7	193m	8.5m
Berth No. 8	258m	8.0m
Pier No. 1		
South side	155m	7.9m
North side	155m	7.6m
Pier No. 2		
South side	155m	7.3m
North side	155m	7.0m
Pier No. 3		
South side	155m	4.8m
North side	155m	4.2m

It was reported that the concrete structures and mooring posts in Cebu Port area were in a poor state of repair.

Mandaue, close NE of Cebu City, has a draft limitation of 3.6m and is not used by vessels engaged in foreign trade.

Lapu-Lapu (Opon) (10°19'N., 122°57'E.) is situated on the W coast of Mactan. The principal oil companies in the Philippine Islands have installations here. These facilities are of the W coast of Mactan and are described from N to S.

Coming from N, the first wharf is the Philippine Refinery Company Wharf, with an 8.5m depth alongside, but in poor condition.

The Standard Vacuum Oil Company Wharf lies 0.75 mile SW of the Mandaue-Opon Bridge. There is a depth of 9.4m alongside.

Mobil No. 1 Pier has a depth of 10.7m at a distance of 3m off it, shoaling to 8.5m at a distance of 70m SW of the SW dolphin. The maximum allowable draft is 7.6m.

Caltex Oil Company Compound Wharf has a depth of 7.6m at a distance of 6m off it, shoaling to 5.5m at a distance of 60m SW of the dolphin SW of the wharf. The maximum allowable draft is 7.6m. An L-head grain pier 61m long lies close SW of the Caltex Pier.

The **Shell Tank Farm** (10°17'N., 123°54'E.), located on Shell Island, faces Cebu City, on the NW corner of the reef W of Mactan Island. A light stands on the SW end of the island.

A dolphin stands 137m W of the tank farm and another close N of the NE corner of the wharf on the N side of the installation. There is a depth of 8.5m alongside this wharf.

A 2.7m patch lies close off the NW corner of the tank farm.

A submarine cable, marked by a light at its SE end, is laid



Courtesy of US Navy

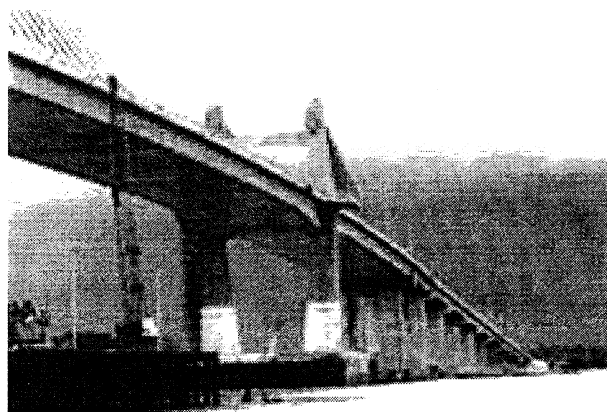
Shell Island Light

NNW across the channel 0.1 mile W of Shell Tank Farm. A rock which covers lies in the middle of the cable lay.

The Ludo Soap Wharf is a 182m long T-headed finger pier with a draft limitation of 12.1m.

A high gantry and two derricks stand on the head of the pier.

The Mandaue-Opon Bridge (Mactan Bridge), with a vertical clearance of 23m at HW and a horizontal clearance of 113m connects Mandaue and Opon. This bridge is 1,010m long. Foreign ships are not allowed to use the channel spanned by the bridge.

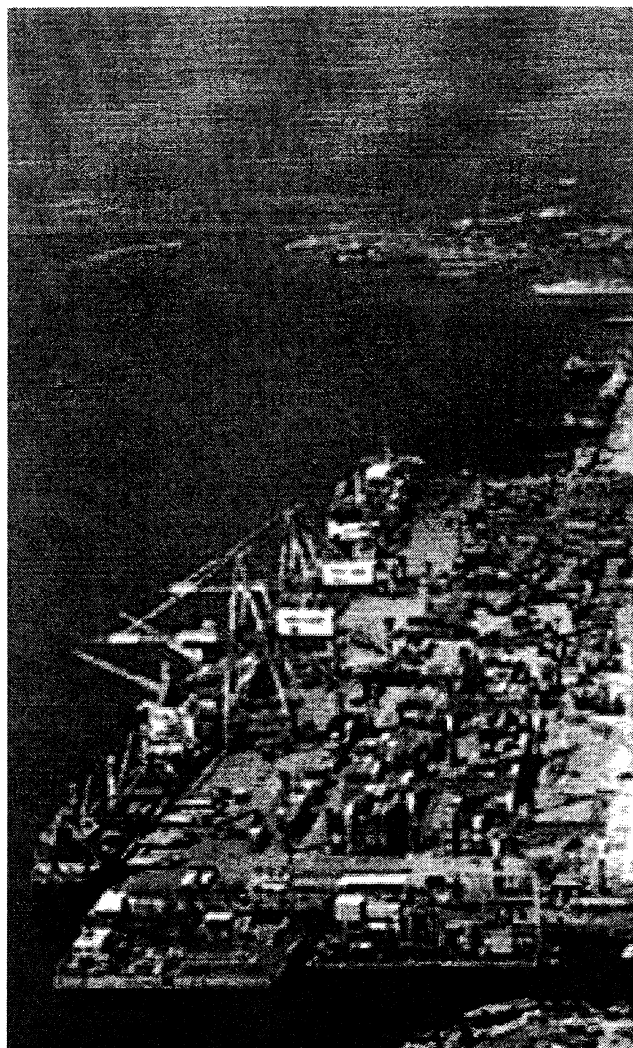


The Mandaue-Opon Bridge (Mactan Bridge)

There are general depths of 9m in the harbor. The harbor was reported to be dredged to a depth of 11m. The maximum draft that may be carried in Cebu Channel is 12.1m. The largest vessel to use this port had a length of 186m.

Numerous sunken wrecks and obstructions lie within the vicinity of Cebu Harbor, especially in the vicinity of Pier No. 1, Pier No. 2, and Pier No. 3. Most of these dangers are uncharted and unmarked.

Lipata Bank (10°15'N., 123°52'E.) lies in the middle of S



Cebu

entrance, about 1 mile WNW of Lauis Ledge Light. The W and larger part dries, while the E patch has a swept depth over an obstruction of 2.3m.

Narvaez Reef, with a depth of 0.3m, lies about 0.4 mile NW of Lipata Bank.

Campanario Shoal (10°16'N., 123°53'E.), with a depth of 0.9m, lies about 1 mile NNE of Lipata Bank.

Numerous charted wrecks and obstructions lie in or near the fairway of the S entrance channel.

These obstructions are gradually being removed and some of those charted may not be present. The least swept depth is 6.7m.

Banilad Shoals (10°19'N., 123°56'E.), part of which is awash, lies on the NW side of the channel. Several rocks bare at LW. Lazarino Shoal, nearly 0.75 mile farther SW, has a depth of 1m.

A submarine cable, marked by a light at the SE end, crosses the channel, about 0.3 mile SW of the bridge between Mand-

ae and Mactan Island.

Aspect

The harbor limits are defined by a line extending from Bantolaino Point, on Mactan Island, due N to the mainland of the island of Cebu, and a line extending from Lauis Ledge, on Mactan Island, to Lipata Point on Cebu.

Prominent features at Cebu City are the Custom House tower, radio and TV towers marked by obstruction lights, water tanks, and several church towers, all of which are shown on the charts.

A church with twin spires, from each of which a red light is shown, stands 0.45 mile SE of the Capitol Dome. Cebu Plaza Hotel stands 1.5 miles NNE of the Capitol Dome and is reported conspicuous.

Approaching from NE, the tower at Mandaue is conspicuous. Coming from the S, a radio tower, marked by three obstruction lights, stands near Lipata Point. A green neon sign erected over a soap factory in SW Cebu is prominent.

Cauit Island is reported to be a good radar target at 12 miles.

A TV tower, marked by an obstruction light 0.5 mile N of the Capitol Dome, is prominent.

Several radio towers, which are marked by red lights, stand on the shore from about 2 to 3 miles SW of the same dome.

The tower of Santo Nino Church was reported to be pink in color and difficult to identify.

Pilotage

Pilots are compulsory and available 24 hours. A 48-hour advanced notice of ETA is required by the pilots, with an update within 24 hours. Pilot launches are painted white with a black "P" and show a blue flag with a white letter "P."

Pilots should be advised as to ETA and deep draft, also which harbor entrance to be used.

Vessels taking a pilot through the channel are exempt from mooring and unmooring pilotage. The use of a pilot from a pier on a wharf in Cebu Channel, and for shifting from berth to berth to anchorage or vice versa, is compulsory.

Vessels can wait for pilots midway between Lipata Bank and Lauis Ledge Light; if entering from the NE, vessels wait E of Buoy C-1.

Regulations

There is a speed limit of 5 knots in the harbor in the area N of Cauit Island and SW of Bantolaino Point.

Anchorage

Anchorage areas are established, as follows:

1. Large vessels—0.5 mile ENE and 0.4 mile SE of Cauit Island Light.
2. Quarantine—0.7 mile NE of Cauit Island Light.
3. Small vessels—Ten numbered berths located in the vicinity of Banilad Shoal, about 1 mile WSW of Mandaue Tower.

The quarantine anchorage is established 10.3 mile NE of the pier on Cauit Island. An alternative quarantine anchorage is situated about 0.2 mile E of No. 3 Pier.

uated about 0.2 mile E of No. 3 Pier.

Vessels approaching the quarantine station on the N side of Cauit Island from the S should give the NE tip of the island a berth of about 0.3 mile until it bears 270°, then head for the anchorage.

Large vessels can anchor, in a depth of 14.6m, about 0.6 mile NE of the NE extremity of Cauit Island.

An explosives anchorage, which can accommodate three vessels with a length of less than 183m, lies S of Lipata Point and W of Lauis Ledge.

Anchoring of any vessel in Cebu Harbor between the limits of Cebu City and Mactan Island and in the channel between Bantolaino Point and Lauis Ledge Light is strictly prohibited unless authorized in writing by the Collector of Customs.

Prohibited anchorage also lies in a charted area SE of Cebu International Port.

A number of individual anchor berths are reported to be established both NE and SW of the port.

Directions

Cebu Harbor can best be entered from the S. The channels N of Bago Shoal, Ostang Shoal, and Lagundi Shoal and those W of Lipata Bank and Campanario Shoal are not recommended.

From a position 0.5 mile W of Lauis Ledge Point Light steer a course bearing 004° toward the red-and-white banded stack (10°17.5'N., 123°53.3'E.). The track leads midway between the Lauis Ledge and No. 3 Buoy, close to or over several obstructions, with swept depths of 8.8 and 10.4m, lying about 1 mile NNW of Lauis Ledge Light. It has been reported (2011) that the light on the Capital Dome is obscured.

Deeper water can be carried by keeping E of the above course.

When the N end of Cauit Island is abeam, alter course to 033°, bringing the tower of Santo Nino Church and the cathedral spire in line.

When the center of the Shell Tank Farm is bearing about 090°, a course of 070° leads past the piers.

Caution

Piracy is a serious problem in both the N and S anchorage areas.

There are many small canoe-type fishing vessels in the S entrance channel.

Lipata Bank, Narvaez Reef, and the edge of the reef off Mactan Island are marked by fish traps, but as these are being constantly shifted, they should not be relied upon as a mark.

A number of dangerous wrecks are reported to lie in the harbor and approaches.

Depths of up to 5m less than charted lie in the anchorage areas NE of Benilad Shoals.

Numerous changes to navigational aids have occurred. Extreme caution and advice from the Cebu Port Authority are essential as these changes may not be currently charted (2011).

Extensive work is in progress in Cebu Harbor and the approaches; this work includes land reclamation, coastline changes, and port development. Depths less than charted exist throughout the harbor and approaches.